

## They Don't Fit in the Stamp Album



Cinderella Seal from the A.P.S. Convention at the 1930 National Philatelic Exhibition

**Purpose:** This exhibit presents a selection of pages prepared for the express purpose of documenting out-of-the-ordinary stamps and stamp-related material. The items included are an eclectic mix, admittedly devoid of any direct link between them. Rather, collectively the pages display one collector's method for combining such "miscellaneous stuff" with information resulting from the investigation of those items.



For Covered Flaps Call (Scott #137) with Post-Perfection Mailmark

**Background:** Philatelic material stored in boxes, bags, and stock books is, perhaps, better described as an accumulation than a collection. Transforming stamps into a stamp collection calls for some form of organization, a way to make clear to an observer what has been collected. For most stamp collections, that means mounting the stamps in an album. Arranged by country and chronology, albums lend an intuitive understanding of what has been collected as well as what is yet to be collected. However, we occasionally acquire pieces like cinderellas, EICs, plate varieties, perfins, marginal markings, abnormal uses, covers, or multiples that just don't fit into the structure of a typical album (except for using the few blank pages that accompany most albums). Identifying those items and studying their history can be fascinating. Not retaining the knowledge acquired would be a shame.



1978 Missouri Trout Stamp (Scott #107-10)



St. Paul Post Office (Scott #728) with University of Kansas postcard having a missing hole in "U"

## ADLER-I-KA Bisect - A Philatelically Inspired Curiosity

*"Fractional Usage (Bisect) - the use of a part of a stamp to pay the postage equal to less than the face value of the whole stamp. Although not always approved, it was sometimes allowed when there was a shortage of stamps of the necessary denomination."* (from Scott #1000)



Vertical-bisect of a 1¢ Thompson-Walton Treasury stamp (Scott #614) added to a 1¢ stamped envelope (Scott #1020)

When the third-class mail rate, used for printed matter and circulars, increased from 1¢ to 1½¢ on April 15, 1925, Ernest J. Wesche, an avid stamp collector, dealer, and co-owner of the ADLER-I-KA Company, worked together with a "friend" in the Post Office for several days following the rate increase to produce numerous covers using bisected stamps. The reason given to justify the usage was that ½¢ stamps were not available at the St. Paul Post Office. That was subsequently attested to in a letter to Mr. Wesche from their Assistant Postmaster, O.H. Negand, dated June 19, 1929 - more than four years later!



Originally reduced image of the third-class envelope

Clear evidence of contrived usage can be seen in the third-class enclosure, a filler for the same company that is the addressee. In addition, the cover received a postmark that is dated, typically reserved for mail matter of the first class, supplemented by a "Received" stamp at the Adler-I-Ka Company. The side points used in making all at, but instead were exchanged between post office grounds. Still, there is one particular attribute that makes the cover an attractive addition to a collection. That is the fact that the bisecting of the stamp was accomplished by means of perforations (part 12).

## Position Dots



2¢ Red Doves (Scott #210) and 2¢ Green (Scott #211) Black Note Stamps with Position Dots

It is the sideographer's task to prepare the printing plate by duplicating the engravers' work using a transfer roll. Key to that work is the proper positioning of the multiple subjects. One of the methods employed to help accomplish that end was the use of position dots and a device clamped onto the transfer roll, called a "side point."

Among the issues that are known to display position dots are artifacts of that process are the 2¢ red-brown and the 2¢ green stamps produced by the American Bank Note Company. The side points used in making plates for those stamps were of a variety known as a "Cap Kilde" side point, the use of which included a length of sharpened piano wire extended from the device to engage the dot marked on the plate for the current subject (part the dot appearing on the stamp; that dot was used for a nearby subject).

As shown in the enlargements at the left of each stamp in the illustrations, above, position dots for these stamps may be found at the level of the fifth pearl from the top in the left-hand chain around the vignette. There is significant variation in the dots' locations side-to-side (ranging from the margin outside of the frame to within the background of the vignette) but it is believed that all well placed position dots are along the left side and aligned with the fifth pearl. The dot shown in the enlargement at the right of the red-brown stamp in the illustration is, in all probability, a position dot that was misplaced and unused.

Sometimes position dots are mistaken for layout dots, but there is a subtle difference. Layout marks, including lines, arcs, and dots, are placed on the plate for the purpose of plotting out the locations of all the subjects and are made prior to entering any lay-downs. If present on the stamp, layout marks are likely to be in line with the stamp's frame. Position dots are marked on the plate each time that the transfer roll is repositioned so as to guide its location as measured from layout marks or previously entered subjects.

## The Battleship Revenue Stamps of 1898



The original artwork used as a source for the Battleship revenue stamps is believed to be a watercolor painting, by F. N. Atwood, dated 1895, and entitled *U.S.S. Maine*. After it suffered an explosion and sank in Havana Harbor on February 15, 1898, the *Maine* became a focal point for an inflamed U.S. public as they laid blame for the sinking on Spanish authorities in Cuba. It was a major factor in the beginning of the Spanish-American War and the revenue from Documentary and Proprietary stamps of this design went to fund the war effort.



Proprietary, 5¢ (Scott #823), bisect of 6 with Vertical Guide Line

## Newfoundland - King George VI

This cover shows all of the stamps issued by Newfoundland in conjunction with the omnibus issue by the Commonwealth of Nations honoring the King George VI coronation in 1937. In addition to the 2¢, 4¢, and 5¢ stamps of the common design (Scott #230-232, printed by Bradbury, Wilkinson & Co.) an 11-stamp set (Scott #233-243, printed by Perkins, Bacon & Co.) was also issued. All 14 stamps are recess (intaglio) printed.



Registered Mail, postmarked at South Point, Newfoundland, on August 6, 1937

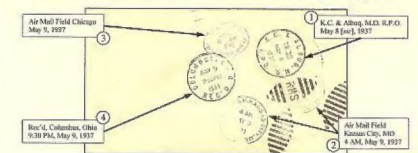
## Coronation Omnibus

... He stepped his head. "By Jove," he said, "I know what this girl's got!" And he went to a two-cent pile of red and he pulled the biggest out. A fish-shaped outline, broad's a well - three feet from tail to snout. And he posted a direct of postage stamps from snout clear down to tail. Put on a quick-delivery stamp, and sent the rest by mail. She smiled it - a cooing two blocks off on the top of the postman's neck. She rushed to meet him, and scold him hither by climbing the poor man's back. But she got the fish, but not a bank, else postage stamps and all - from *Cure for Heartaches* by Holman Francis Day

## Air Post Special Delivery - Two Fees in One Stamp



Air Post Special Delivery (Scott #212) on cover, Postmarked "Trent, Ont. R.M.S. Newton, Kent, 1:30 AM, May 9, 1937"



Reverse of the cover, digitally reproduced, with backstamps that show the route

This cover carried a personal letter from Dr. Harold M. Glover (note his initials, HMG), below the Astell Clinic corner card) to his mother. To send his message, Dr. Glover selected the speediest mail service available, Air Mail plus Special Delivery. At a cost of 16¢ (adjusted for inflation, that would be \$2.25 in 2012), a single stamp paid for both fees. Even though the first portion of the trip was carried by rail rather than air, the whole journey from Newton, Kansas to Columbus, Ohio took just 20 hours, after which the letter would be dispatched by special messenger to the addressee. The closest equivalent to such rapid service available from the USPS in 2012 is Express Mail at a cost of \$18.95. Is that progress?

## Highway Post Office - the "Modern Pony Express"



National Defense Issue, 3¢ "Torch of Enlightenment" stamp (Scott #904) on cover carried by the first Highway Post Office Bus

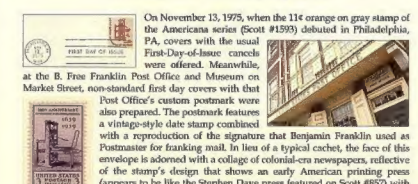
On February 10, 1941, a new red-white-and-blue bus turned heads as it traveled the roads between Washington, D.C. and Harrisonburg, Virginia, staffed by clerks who collected and delivered mail between the various post offices along their route. It was the first run of the Highway Post Office (HPO), a new service created to replace Railway Mail Service in areas where railroad companies were cutting service. Letters posted on the first trip were marked with a special postmark in celebration of the new route. Dubbed the "Modern Pony Express," the bus's interior design was based on that of the railway post office (RPO) cars it was replacing. It allowed the HPO clerks aboard to sort and postmark the mail during transit as had been done on the railway cars. However, according to those clerks, working on the bus was harder on their bodies than life in the train car. While trains moved with a rather steady rhythm, the bus suffered the rigors of America's burgeoning road and highway system. From potholes and potholes maintained roads to traffic stops and starts, HPO clerks often bore the "proof" of this work in a multitude of bruises, as their bodies banged against the racks and tables lining the bus.

## S.P.A. Convention Seal - Wichita, 1947



The 33rd annual convention of the Society of Philatelic Americans was held from August 29 through August 31, 1947 at Wichita, Kansas. As was the custom of that era, a commemorative seal was prepared for the event. Shown here, is an autographed copy of that seal. The autograph is that of the seal's designer, Cornelius M. Ismert, an artist from Kansas City. Ismert's design, with a cowboy leaping along on his mustang while a B-29 soars overhead, presents a pictorial map of Kansas depicting wheat fields, oil wells, and other resources of the state and the Southwest. Wichita is shown as the terminus of the old Chisholm Trail, which is famous as the route over which several million head of cattle were driven from the Southwestern ranges to the railroad at Wichita. The designer, who was a member of the Society of Philatelic Americans, was the son of Martin E. Ismert, well known at the time as a collector of western covers and related historical material. The younger Ismert's artistic ability had attracted the attention of Kansas City artists while he was attending Southwest High School, in Kansas City. Following his graduation from high school, he studied under Thomas Hart Benton and John De Martilly at the Kansas City Art Institute and his work won numerous prizes at the Missouri and Kansas City fairs and at exhibitions. During the war, Cornelius Ismert served with the U.S. Army's signal corps as an artist and several of his paintings and sketches of war scenes were widely exhibited. The seal was printed in three colors and sold for 10 cents each, or 25 cents for the set of three. The seal shown here is from the second printing. The first printing was found to have an error, the word "Society" had been inadvertently omitted. Midwest Philatelic Society was Branch 120 of the Society of Philatelic Americans.

## "B. Free Franklin" on a First Day Cover



On November 13, 1975, when the 11¢ covers on gray stamp of the Americana series (Scott #1593) debuted in Philadelphia, PA, covers with the usual First-Day-of-Issue cancel were offered. Meanwhile, at the B. Free Franklin Post Office and Museum on Market Street, non-standard first day covers with that Post Office's custom postmark were also prepared. The postmark features a vintage-style date stamp combined with a reproduction of the signature that Benjamin Franklin used as Postmaster for franking mail. In lieu of a typical cancel, the face of this envelope is adorned with a collage of colonial-era newspapers, reflective of the stamp's design that shows an early American printing press (appears to be like the Stephen Daye press featured on Scott #857) with the wording "Liberty Depends on Freedom of the Press."



The newspaper collage reminds us of the close ties between the press and the post during the formative years of our nation. Postmasters published newspapers to enhance their incomes and newspaper publishers became postmasters to increase their circulation. The *Boston News-Letter*, America's first continuously-published newspaper, was the work of John Campbell, Postmaster of Boston. Campbell's replacement as Postmaster, William Boker, published the *Boston Gazette*. Andrew Bradford, publisher of the *American Weekly Mercury*, became Postmaster of Philadelphia, later replaced as Postmaster by Benjamin Franklin, publisher of the *Pennsylvania Gazette*. Franklin had learned the printing trade as an apprentice at the *New-England Current*, published by his older brother, James Franklin.



# They Don't Fit in the Stamp Album



Cinderella: Seal from the A.P.S. Convention at the 1930 National Philatelic Exhibition

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2¢ Pan-American Issue (Scott #295), P# Single



10¢ Crossed Flags Coil (Scott #1519) with Freak Perforation Misalignment

**Background:** Philatelic material stored in boxes, bags, and stock books is, perhaps, better described as an accumulation than a collection. Transforming stamps into a stamp collection calls for some form of organization, a way to make clear to an observer what has been collected. For most stamp collections, that means mounting the stamps in an album. Arranged by country and chronology, albums lend an intuitive understanding of what has been

collected as well as what is yet to be collected. However, we occasionally acquire pieces like cinderellas, EFOs, plate varieties, perfin, marginal markings, abnormal uses, covers, or multiples that just don't fit into the structure of a typical album (except for using the few blank pages that accompany most albums). Identifying those items and studying their history can be fascinating. Not retaining the knowledge acquired would be a shame.



1978 Missouri Trout Stamp (MOT-10)



3¢ Washington (Scott #720) with University of Kansas perfin having a missing hole in "U"



## ADLER-I-KA Bisect – A Philatelically Inspired Curiosity

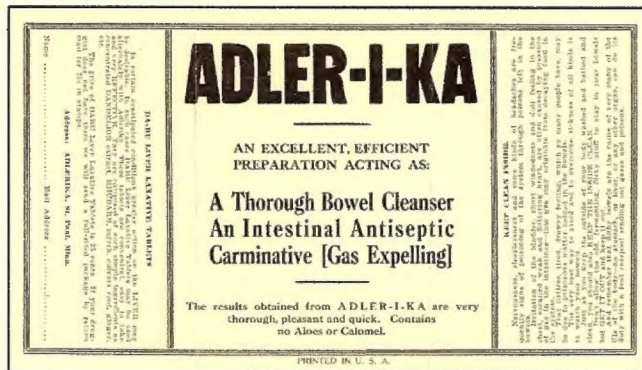
*"Fractional Usage (Bisect) - the use of a part of a stamp to pay the postage equal to less than the face value of the whole stamp. Although not always approved it was sometimes allowed when there was a shortage of stamps of the necessary denomination."* (from [www.1847usa.com](http://www.1847usa.com))



Vertical-Bisect of a 1¢ Huguenot-Walloon Tercentenary stamp (Scott #614) added to a 1¢ stamped envelope (Scott U420)

When the third-class mail rate, used for printed matter and circulars, increased from 1¢ to 1½¢ on April 15, 1925, Ernest J. Weschke, an avid stamp collector, dealer, and co-owner of the ADLERIKA Company, worked together with a "friend" in the Post Office for several days following the rate increase to produce numerous covers using bisected stamps. The reason given to justify the usage was that ½¢ stamps were not available at the St. Paul Post Office. That was subsequently attested to in a letter to Mr. Weschke from their Assistant Postmaster, O. H. Negaard, dated June 19, 1929 – more than four years later!

Clear evidence of contrived usage can be seen in the third-class enclosure, a flier for the same company that is the addressee. In addition, the



Digitally reduced image of the third-class enclosure

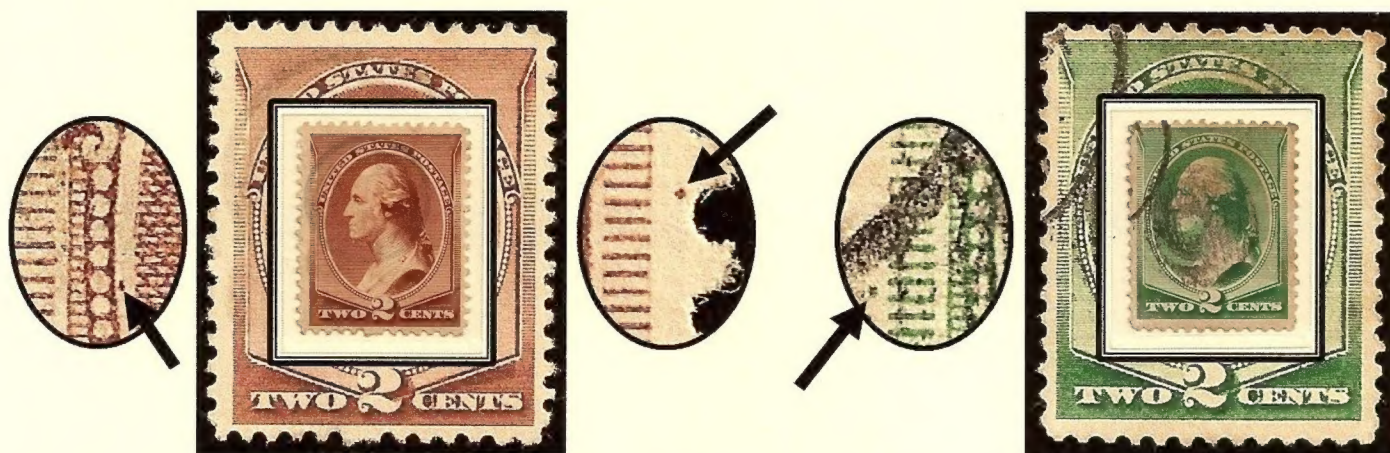
cover received a postmark that is dated, typically reserved for mail matter of the first class, supplemented by a "Received" stamp at the company. It may be that the covers never entered the mail stream at all, but instead were exchanged between the

involved parties on post office grounds.

Still, there is one particular attribute that makes the cover an attractive addition to a collection. That is the fact that the bisecting of the stamp was accomplished by means of perforations (perf. 12).

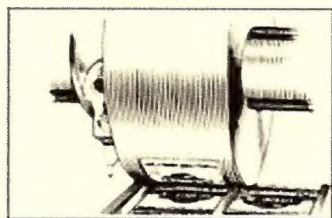


## Position Dots



2¢ Red-Brown (Scott #210) and 2¢ Green (Scott #213) Bank Note Stamps with Position Dots

It is the siderographer's task to prepare the printing plate by duplicating the engravers' work using a transfer roll. Key to that work is the proper positioning of the multiple subjects. One of the methods employed to help accomplish



Transfer roll with a side point

that end was the use of position dots and a device clamped onto the mandrel of the transfer roll, called a "side point."

Among the issues that are known to display position dots as artifacts of that process are the 2¢ red-brown and the 2¢ green stamps produced by the American Bank Note Company. The side points used in making plates for those stamps were of a variety known as a "Cap Kittle" side point, the use of which included a length of sharpened piano wire extended from the device to engage the dot marked on the plate for the current subject (not the dot appearing on the stamp; that dot was used for a nearby subject).



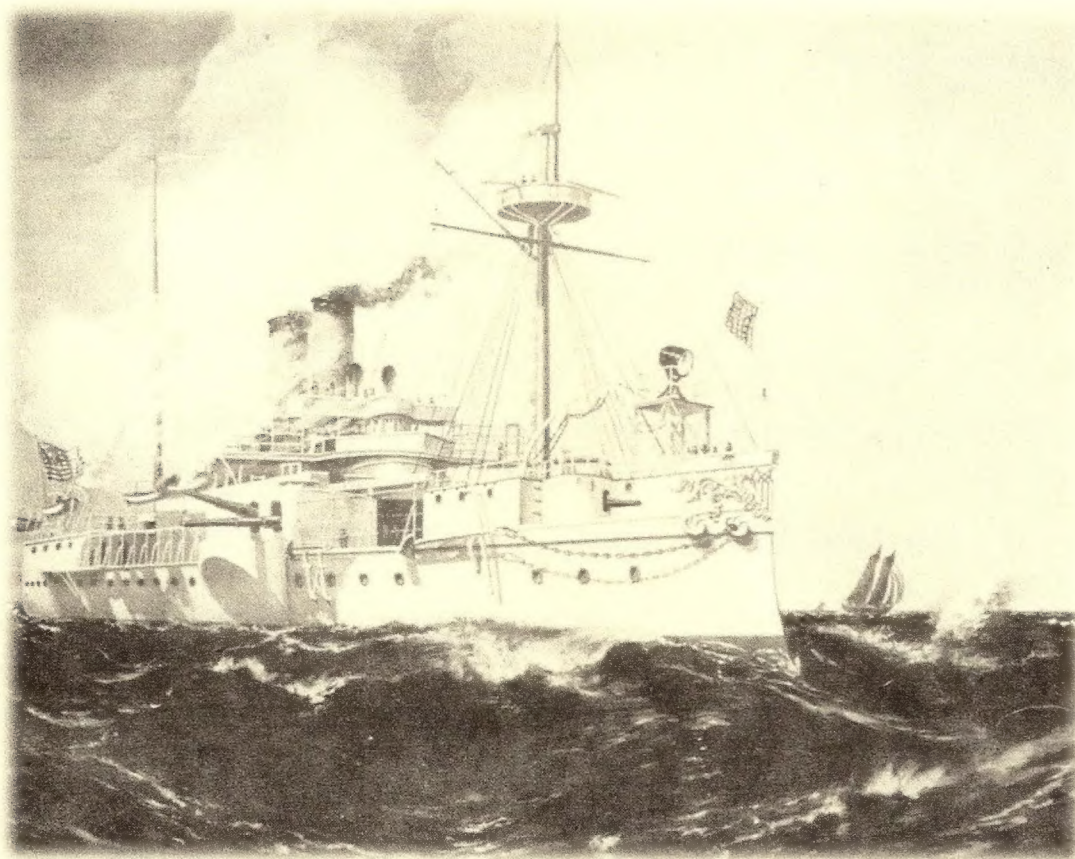
"Cap Kittle"  
side point

As shown in the enlargements at the left of each stamp in the illustrations, above, position dots for these stamps may be found at the level of the fifth pearl from the top in the left-hand chain around the vignette. There is significant variation in the dots' locations side-to-side (ranging from the margin outside of the frame to within the background of the vignette) but it is believed that all well placed position dots are along the left side and aligned with the fifth pearl. The dot shown in the enlargement at the right of the red-brown stamp in the illustration is, in all probability, a position dot that was misplaced and unused.

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## The Battleship Revenue Stamps of 1898



The original artwork used as a source for the Battleship revenue stamps is believed to be a watercolor painting, by F. N. Atwood, dated 1895, and entitled *U.S.S. Maine*. After it suffered an explosion and sank in Havana Harbor on February 15, 1898, the *Maine* became a focal point for

an inflamed U.S. public as they laid blame for the sinking on Spanish authorities in Cuba. It was a major factor in the beginning of the Spanish-American War and the revenue from Documentary and Proprietary stamps of this design went to fund the war effort.



Proprietary, 5/8¢ (Scott RB23), Block of 6 with Vertical Guide Line



## Newfoundland - King George VI

This cover shows all of the stamps issued by Newfoundland in conjunction with the omnibus issue by the Commonwealth of Nations honoring the King George VI coronation in 1937. In addition to the 2¢, 4¢, and 5¢ stamps of the common design (Scott #230-232, printed by Bradbury, Wilkinson & Co.) an 11-stamp set (Scott #233-243, printed by Perkins, Bacon & Co.) was also issued. All 14 stamps are recess (intaglio) printed.

## Coronation Omnibus



Registered Mail, postmarked  
at Sandy Point, Newfoundland  
on August 6, 1937

... He slapped his head.  
"By hake," he said, "I  
know what ails that girl."  
And he went to a ten-cord pile of  
cod and he pulled the biggest out,  
A jib-shaped critter, broad's a sail -  
three feet from tail to snout.  
And he pasted a sheet of postage stamps  
from snout clear down to tail  
Put on a quick-delivery stamp, and sent the  
cod by mail.  
She smelled it a-coming two blocks off on the  
top of the postman's pack;  
She rushed to meet him, and scared him blind by  
climbing the poor man's back.  
But she got the fish, bit out a hunk, ate postage  
stamps and all ...

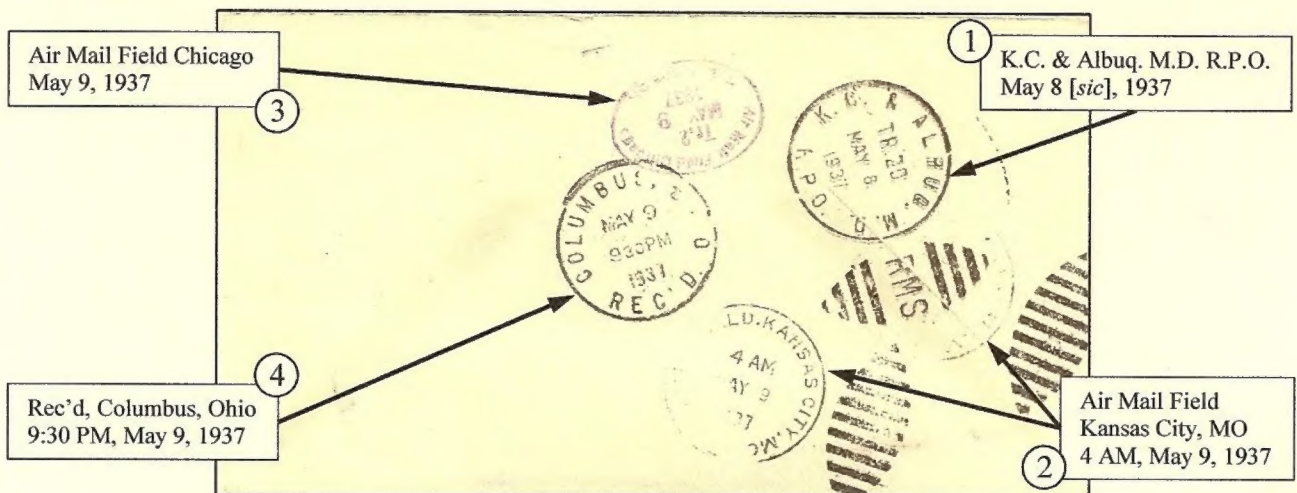
from *Cure for Homesickness*  
by Holman Francis Day



## Air Post Special Delivery – Two Fees in One Stamp



Air Post Special Delivery (Scott CE2) on cover, Postmarked "Trans. Off. R.M.S. Newton, Kans., 1:30 AM, May 9, 1937"



Reverse of the cover, digitally reproduced, with backstamps that show the route

This cover carried a personal letter from Dr. Harold M. Glover (note his initials, HMG, below the Axtell Clinic corner card) to his mother. To send his message, Dr. Glover selected the speediest mail service available, Air Mail plus Special Delivery. At a cost of 16¢ (adjusted for inflation, that would be \$2.55 in 2012), a single stamp paid for both fees. Even though the first

portion of the trip was carried by rail rather than air, the whole journey from Newton, Kansas to Columbus, Ohio took just 20 hours, after which the letter would be dispatched by special messenger to the addressee. The closest equivalent to such rapid service available from the USPS in 2012 is Express Mail at a cost of \$18.95. Is that progress?



## Highway Post Office - the "Modern Pony Express"



National Defense Issue, 3¢ "Torch of Enlightenment" stamp (Scott #901) on cover carried by the first Highway Post Office Bus



On February 10, 1941, a new red-white-and-blue bus turned heads as it traveled the roads between Washington, D.C. and Harrisonburg, Virginia, staffed by clerks who collected and delivered mail between the various post offices along their route. It was the first run of the Highway Post Office (HPO), a new service created to replace Railway Mail Service in areas

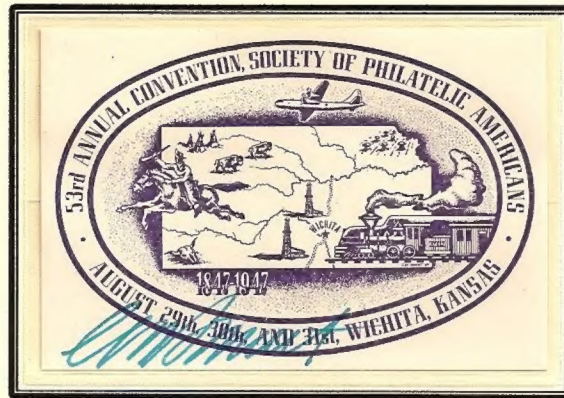
where railroad companies were cutting service. Letters posted on the first trip were marked with a special postmark in celebration of the new route.

Dubbed the "Modern Pony Express," the bus's interior design was based on that of the railway post office (RPO) cars it was replacing. It allowed the HPO clerks aboard to sort and postmark the mail during transit as had been done on the railway cars. However, according to those clerks, working on the bus was harder on their bodies than life in the train car. While trains moved with a rather steady rhythm, the bus suffered the rigors of America's burgeoning road and highway system. From potholes and poorly maintained roads to traffic stops and starts, HPO clerks often bore the "proof" of this work in a multitude of bruises, as their bodies banged against the racks and tables lining the bus.





## S.P.A. Convention Seal – Wichita, 1947



The 53rd annual convention of the Society of Philatelic Americans was held from August 29 through August 31, 1947 at Wichita, Kansas. As was the custom of that era, a commemorative seal was prepared for the event. Shown here, is an autographed copy of that seal.

The autograph is that of the seal's designer, Cornelius M. Ismert, an artist from Kansas City. Ismert's design, with a cowboy loping along on his mustang while a B-29 soars overhead, presents a pictorial map of Kansas depicting wheat fields, oil wells, and other resources of the state and the Southwest. Wichita is shown as the terminus of the old Chisholm Trail, which is famous as the route over which several million head of cattle were driven from the Southwestern ranges to the railroad at Wichita.

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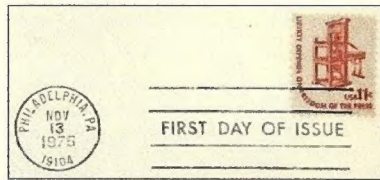
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The seal was printed in three colors and sold for 10 cents each, or 25 cents for the set of three. The seal shown here is from the second printing. The first printing was found to have an error, the word "Society" had been inadvertently omitted.

Midwest Philatelic Society was Branch 120 of the Society of Philatelic Americans.



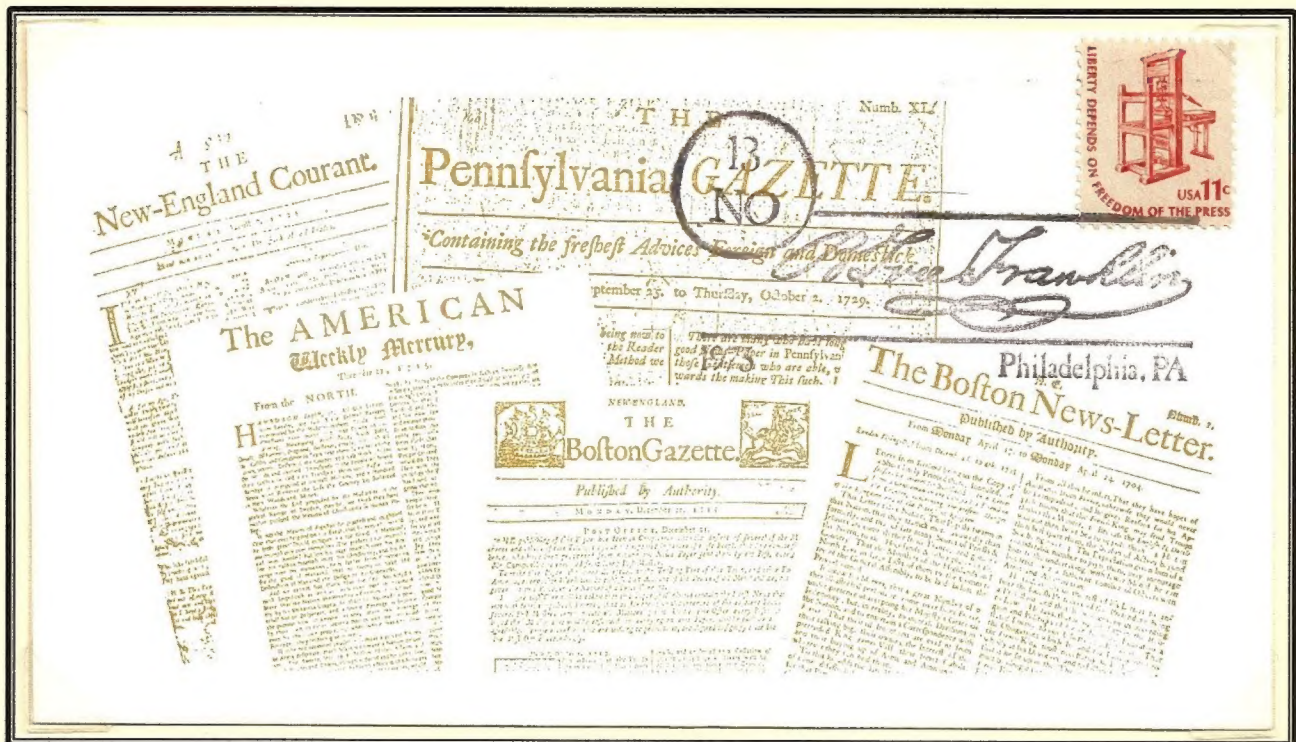
## "B. Free Franklin" on a First Day Cover



On November 13, 1975, when the 11¢ orange on gray stamp of the Americana series (Scott #1593) debuted in Philadelphia, PA, covers with the usual First-Day-of-Issue cancels were offered. Meanwhile,



at the B. Free Franklin Post Office and Museum on Market Street, non-standard first day covers with that Post Office's custom postmark were also prepared. The postmark features a vintage-style date stamp combined with a reproduction of the signature that Benjamin Franklin used as Postmaster for franking mail. In lieu of a typical cachet, the face of this envelope is adorned with a collage of colonial-era newspapers, reflective of the stamp's design that shows an early American printing press (appears to be like the Stephen Daye press featured on Scott #857) with the wording "Liberty Depends on Freedom of the Press."



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